

I am a student pilot very close to my PP flight test with over 70 hours. I own my own airplane, a Cessna 152, based at KILG, Wilmington, DE, intending to fly it into Leesburg and Manassas in the current ADIZ as well as Hummel (W75) near Saluda, VA and Charlottesville, VA on a regular basis. Naturally, I have discussed the ADIZ procedures and its reality with several pilots who deal with it regularly and hear only strong negatives. I have been advised to not even bother with it, to go to alternatives outside of the ADIZ. Please consider my thoughts in evaluating any idea to make the ADIZ permanent:

How do the ADIZ requirements protect the capitol region? ATC can follow those aircraft that comply with the rules. They also could follow those aircraft in the pre-ADIZ days that comply with Mode C and Class B airspace regulations. What really does the ADIZ or at least its burden on light aircraft add to what is already achieved by airspace rules?

With class B airspace covering much of the area, there is significant control of the airspace outside of the FRZ in any case. Sub 200 KT GA light aircraft flying beneath the shelves and outside of the class B space do not present a threat. Those aircraft not complying with the Mode C line or the Class B space can be identified just as readily as those not complying with the ADIZ.

Using alternative airports such as Stafford or Fredericksburg to avoid the hassles of the ADIZ to get into Leesburg or Manassas will increase flight time and resultant fuel consumption for both ground transport and aircraft.